

# River Currents

Serving The Guardians Of The Western Rivers

June, 1992

Vol. 13, No. 2



Armed Forces Week '92

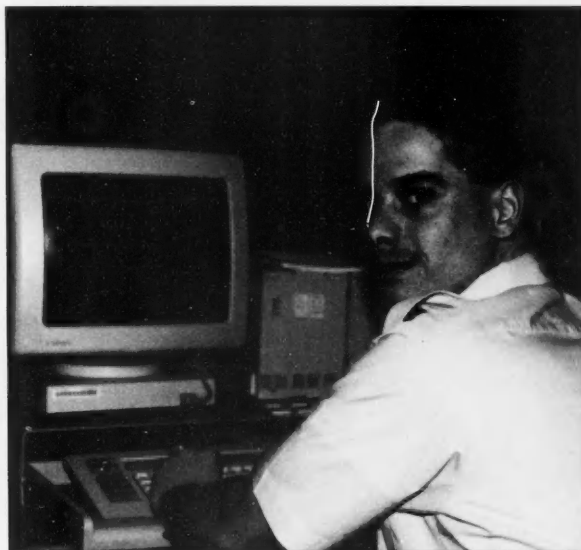


## SECOND DISTRICT VISION STATEMENT

*Adventurous, Bold, Vibrant and Dedicated;  
We, the men and women of the Second Coast  
Guard District, work together for safety on the  
Western Rivers.*

In pursuing our vision, we:

- ☐ work with our customers to identify and meet their needs,
- ☐ improve by doing things right and questioning whether we are doing the right things,
- ☐ delegate decision making at the lowest level,
- ☐ treat others with dignity and respect,
- ☐ foster innovation and a spirit of risk-taking within the bounds of ethical, moral, legal and safety standards,
- ☐ accept the failures that result from resalable risk-taking,
- ☐ enjoy challenges and the satisfaction that comes from meeting them
- ☐ recognize and reward the best efforts of teams and individuals,
- ☐ act to reduce stress in our professional and personal lives,
- ☐ encourage and celebrate change that rises from the bottom,
- ☐ continually improve the training, technology and personnel services we need to do our jobs,
- ☐ have fun along the way.



Yeoman Third Class Raymond Dalton of the Personnel Branch was recently selected as the Second District Staff Person of the Quarter for January through March, 1992.

"Dalton sets a perfect example of military bearing and appearance standards," said Chief Yeoman Joseph Sutphin, his supervisor. "His positive attitude and enthusiasm is contagious. His potential in the Coast Guard is unlimited."

## On The Front

### Future Coast Guard Aviator?

Three-year-old Susan Pyle from Chattanooga, Tenn. gets her first "flying lesson" from Lt Ed Greiner of Coast Guard AVTRACEN Mobile during Chattanooga Armed Forces week. The May 16-17 airshow drew around 90,000 people and included Coast Guard aircraft. See pages 6-7. (photo by PAC Larry Lawrence)

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RIVER CURRENTS is published quarterly with a circulation of 1800 and is reproduced by offset printing. News and feature articles are solicited from military benefits programs and Coast Guard people. Stories may be edited for length and readability. Photo submissions will not be returned unless specifically requested. Please send standard or larger prints from 35mm film, either black and white or color. Please identify the name of the author and/or photographer for proper credit. Address all correspondence to RIVER CURRENTS (dpa), Second Coast Guard District, 1222 Spruce Street, St. Louis, Mo., 63103. Phone No. (314)539-2627, FTS 262-2627.

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# This Issue Of River Currents



## Greenville CG Gets New Home

⇐ New facility elevates *CGC Patoka* above old problem.

## ↓ Oil Spill in Pittsburgh

Highway accident controlled by Coast Guard's pre-planning



## ↑ D2 Gunner's Mates

Two tackle big job in big district

## ⇐ Yard Period for the *Osage*

65-foot tenders get beefed-up bow.

## Armed Forces Day ⇒

Coast Guard hosts festivities in Chattanooga



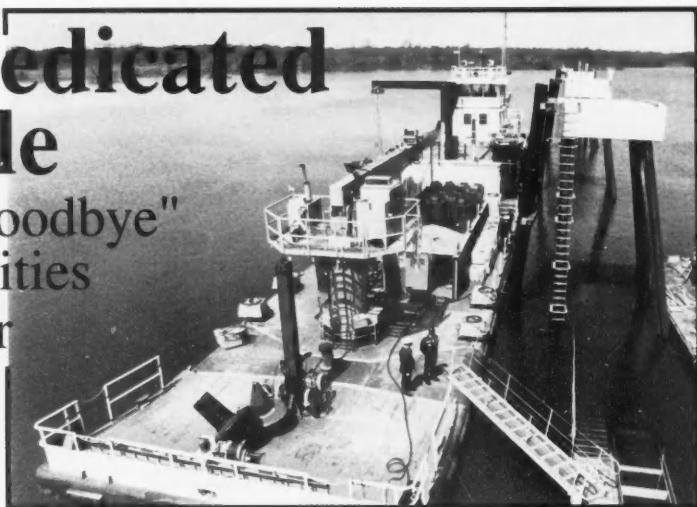
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# Moorings Dedicated At Greenville

## *CGC Patoka* Says "Goodbye" To Flood-prone Facilities With Move To Higher Ground

by PA3 W. Scott Epperson



The *Patoka's* new moorings will accomodate frequently changing water levels. (photo by PA3 W. Scott Epperson)

RADM Norman T. Saunders, Commander of the Second Coast Guard District, ordered the Stars and Stripes hoisted over the new home port for *CGC Patoka* on March 24, 1992.

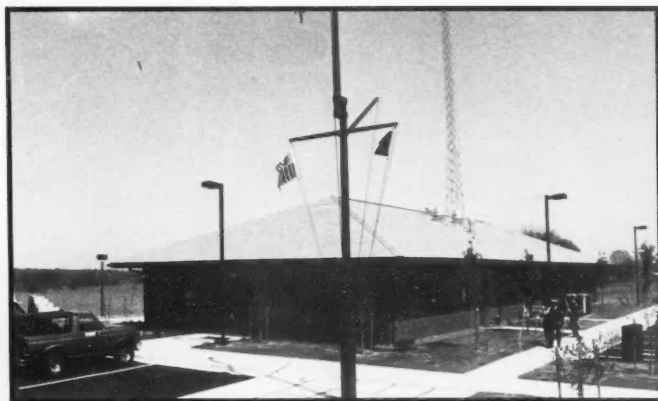
The formal dedication ceremony in Greenville, Miss., ended years of frustration caused by frequent flooding of the previous moorings and building. The crew had been driven from the old site five times in the last 22 years according to Master Chief Boatswain's Mate James Holston, Officer-in-Charge.

More frequently, the access road lead-

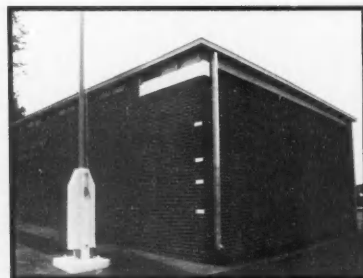
ing to the old moorings flooded after a modest rise in the river level, cutting off the crew from their ashore work spaces.

The 5,000 square foot building on the 10-acre Port of Greenville facility will serve as an office for both *Patoka* and Marine Safety Detachment Greenville and provide berthing and storage for the 75-foot river tender. Its location high on the levee will preclude flooding.

*Patoka* patrols 136 miles of the Mississippi River from Arkansas to Louisiana.



The new facility houses MSD Greenville, *Patoka's* offices, dining facility, berthing, recreational room and a garage/shop. (photo by PA3 W. Scott Epperson)



The *Patoka's* old moorings bear the reminders of flood waters past. Previous high-water levels are marked on the building. (photo by PAC Larry Lawrence)



# Cooperative Training

## MSO Paducah, Reserve Units Venture Into Spill Response

by PA3 Frank A. Dunn

Like a great snake searching for prey, the orange rubber-like oil containment boom winded its way through the cool water from its coiled resting place on the creek bank. The boom was connected to the bow of a small orange flood punt and was maneuvered into place, enclosing the simulated oil spill.

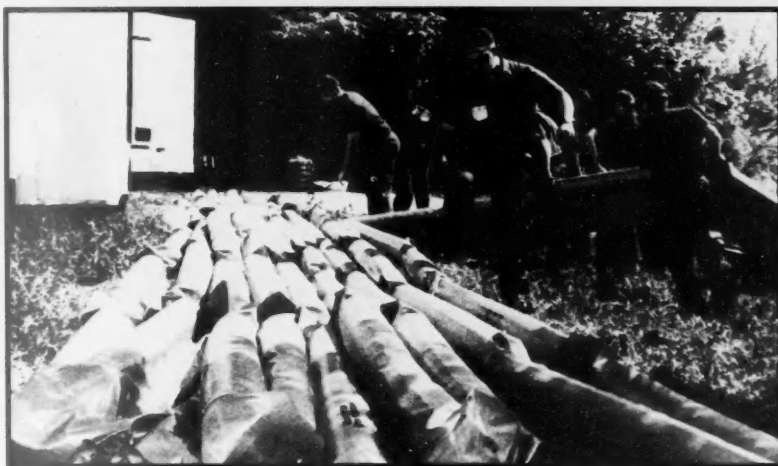
"That's got it! Now let's head for shore, slowly," sounded the young reservist who then smiled and turned his eyes locking his attention on the bank, his face showing the confidence he had gained from his training during Cooperative Venture 92.

Peat moss was spread on Stewart Creek, at the Tennessee Air National Guard Base in Smyrna, Tenn., during Cooperative Venture 92, held at Reserve Unit Nashville, May 2-3, to simulate an oil spill for the members of Reserve units from Nashville, Knoxville, Paducah and Chattanooga. These units brought more than 180 reservists who participated in the training with enthusiasm and interest in the Coast Guard mission of pollution response. To some, it was a major switch from their usual duties.

"This is a big change for some of these reservists who served in Operation Desert Shield/Desert Storm as port security," said LCDR Craig E. Bone, executive officer of Marine Safety Office Paducah.

The training for the exercise was divided into four main topics; safety, roles and responsibilities, oil spill response strategy and field exercises.

During the field portion of the training, the reservists were instructed in the handling of the boom with a flood punt and three dams, made from materials found at any local hardware store, used to stop the flow of oil, or "product", from entering a larger body of water.



Members of Reserve Units Paducah, Chattanooga, Nashville and Knoxville work together to deploy a section of containment boom. The boom "corrals" the pollutant that is on the surface so it can be removed.

The rest of the topics covered a wide range of subjects, from the laws that govern response procedures, to the hazards of benzene and the prevention of slips, trips and falls.

According to CDR Jack Buri, commanding officer of MSO Paducah, the game plan was to outline the response structure from the national level down to the nuts and bolts people.

The instructors for the event were selected from MSO Paducah, area reserve units, Marine Safety Division in St. Louis, NOAA and the National Strike Force's Gulf Strike Team from Mobile, Ala.

"We brought in subject matter experts to teach the various topics," said CAPT Joseph A. Goeke, Commander, Reserve Group Tennessee River.

A "basic training" course in pollution response was presented to the reservists during this entry level operation.

"Instead of concentrating on an event, we provided an overview of the whole response structure," Buri said. "We

didn't envision this exercise being a scenario driven one. We wanted to start walking instead of trying to run," he said.

According to Goeke, the active duty component is required to spend long hours on scene which increases the chance for injury.

"By adding the reserve unit's personnel we have the ability to share the work load and get the job done in an atmosphere where people are not going to get hurt," Goeke said.

Cooperative Venture 92 was an original concept devised by MSO Paducah to provide a means for the Coast Guard to respond rapidly and effectively to a major pollution spill within their area of responsibility.

Buri said, "This exercise and the response structure are a tangible manifestation of the 'One Coast Guard' concept, and is a great opportunity for active duty and reserve personnel to work together, cooperatively."

# Dock Break Away

Story by PA2 Robin Ressler

*"As the dock tore free, the electrical shore tie parted. There were sparks flying and lines parting. Then the spuds fell into the river and the walkway was torn out."*

-- Seaman Apprentice Kathy K. Graham  
Base St. Louis

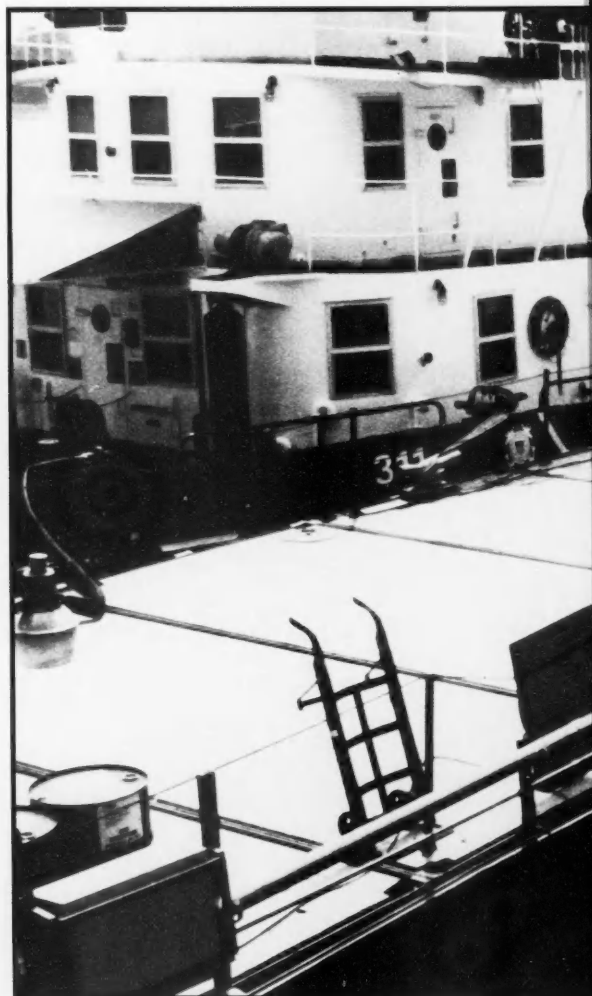


#### Above

Al Winton, of Civil Engineering Unit Cleveland, inspects the damage caused to the section of mooring dock that stayed secured to the bank. (photo by PA2 Robin Ressler)

#### Upper Right

This photo taken before the incident shows debris collecting around and under the cutters and mooring barges at Base St. Louis. (photo by PA3 Charles Rucker)



CGC *Obion*, two construction barges and a large section of the mooring dock at Base St. Louis were swept away by the Mississippi River on April 29, moderately damaging the cutter and the mooring facility. The *Obion* was in "Charlie" status and unable to get underway due to engine repairs.

Quick response by Coast Guard and industry personnel prevented injury and limited damage.

As the floating pier broke away, the crew of the *Obion* broadcast an emergency notice to mariners. Three commercial towboats responded and assisted in recovering the dock.

"These towing companies are competitive, but when something happens on the river, they are one team," said LTJG Robert F. Olson, executive officer of Base St. Louis. "And they were right there for us. It was like they came out of nowhere to help."

The motor vessel *Spirit* prevented *Obion*, the two construction barges and the section of dock from grounding by keeping them in the channel. The motor vessels *Bill Joiner* and *Miss Jules* separated the cutter and the barges and towed them to safe moorings.



According to Chief Warrant Officer Michael A. Dewey, Industrial Officer for Base St. Louis, the *CGC Sumac* was preparing to get underway around 8 a.m., but the river was running high and there was a heavy flow of debris (large trees and bank brush) in the water, jammed up under the dock and wedged around the cutters.

"Before the evolution started, Boatswain's Mate First Class Mark A. Helmers was concerned that the *Sumac* leaving the pier might free up some of the heavy debris which might damage the base's new 22-foot response boat. Dewey said Helmers' decision to have the boat underway not only protected it from debris washing down the river, but also spared it from being wrecked when its berth broke away and struck another docking facility down river."

"The \$27,000 boat was unscathed during the incident and because of Helmers' action it was able to immediately assist in ferrying personnel to and from shore," he said.

Boatswain's Mate Second Class Lawrence Pailes, who was one of the four people on the floating dock when it broke loose, kept those on the dock calm as it was being washed away in the

swift current, according to Dewey.

"There was certainly the potential for a more serious incident but those involved kept things under control even when they did not have much control. And that's a pat on the back," Olson said.

Crews from the *Sumac* and *CGC Cheyenne* helped to secure the dock and damaged gear.

No one was injured and no pollution was reported. The *Obion* sustained a 20-inch hole above its waterline.

The cost to repair the damage to the *Obion* was roughly \$6,300 according to USCG Naval Engineering Support Unit St. Louis. The cost to repair the dock facility was roughly \$125,000 and it was returned to the base June 5, according to Al Winton, of Civil Engineering Unit Cleveland.

The damage to the mooring facility seriously inconvenienced the *Obion*, *Sumac* and *Cheyenne*. Without being able to tie up at their normal berths they had to make extra trips to get supplies and do without telephone hook-ups, shore ties, etc.

The cause of the incident is under investigation.

# Coast Guard Featured In Chattanooga's Tribute To America's Armed Forces

Story and photos by  
PAC Larry Lawrence

Armed Forces Week in Chattanooga is always one of the biggest events of the year in the Tennessee/North Carolina/Georgia tri-state area. This year, by Presidential Proclamation, May 11-17 was designated Armed Forces Week, and in Chattanooga, the Coast Guard was the featured service.

During the month of May, many activities were held in the area. Of these, the CGC *Ouachita* held open house at Ross Landing and displayed World War II art of the Coast Guard at the Medal of Honor Museum. For two days *Ouachita* conducted buoy setting demonstrations at its moorings. The week ended with a parade on Friday, and air shows on Saturday and Sunday. The parade, presided over by CAPT James Lantry,

Chief, Operation Divisions, Second District and attended by over 90,000 spectators, consisted of units from *Ouachita*, CGRU Chattanooga, CGRU Knoxville, USCG Auxiliary and MSO Paducah along with other branches of the U. S. Armed Services. There were patriotic floats, school bands and a virtual sea of youth paying tribute to America's military forces. During the parade, there were fly overs by Coast Guard aircraft from Aviation Training Center Mobile and Air Station Elizabeth City.

The air show on Saturday and Sunday attracted 40,000 and 50,000 persons respectively, stated Richard Griffin, Vice President of Development for Erlanger Medical Center, sponsor for the event. Griffin said there were also many people from as far away as the Atlanta, Nashville and Knoxville areas. On display for the Coast Guard were a HH-60 Jayhawk, a HU-25 Falcon and a HH-65 Dolphin.



CAPT James J. Lantry applauds the Joint-Service Color Guard as they pass the reviewing stand.







From the left, FA David Frear, SN Josh Blackledge, SN Bill Masmorel and DC2 Anthony Bolander lead the Coast Guard contingent during parade.



**Above**

LT Ed Greiner and AD3 Alvin Urton, ATC Mobile, talk career options with Jeremy Fine as Beth and Justin, his brother and sister, watch.

**Left**

Spectators applaud as the members of Reserve Unit Chattanooga pass by.



Many organizations from the tri-state area showed their support during the parade.

# In The Yards

## CGC OSAGE Muscles Up To Push Larger Barge

Story and photos by PA2 Robin Ressler



The crew of the *Osage* work on the cutter at the Centifonti Shipyard along the Monongahela River near Pittsburgh.



This past April, the *CGC Osage* went into an emergency yard period to have its bow reinforced after structural problems were discovered.

During a technical assessment conducted by the Naval Engineering Support Unit St. Louis (NESU), metal fatigue was discovered on all the 65-foot river tenders that have the larger work barges. The barges that Second District cutters push have increased in size over the years, and the heavier loads have taken their toll on some of the 65-foot cutters.

Last October the *Cimarron* was in a yard period for 70 days that cost \$80,000 for repairs. Because of the early detection, the damage to the *Osage* wasn't bad.

"We caught the damage in the early

stages of failure and that saved time and money", said Chief Warrant Officer Joseph Klingler of NESU St. Louis.

The *Osage* yard period lasted 21 days at a cost of \$35,000.

"We strengthened the bulkheads, butting angle supports on the frames to distribute throughout the hull, instead of the stress being centered in the bow", said Klingler. The reinforced structure will be more than able to handle the larger barges.

"We're making a stronger cutter. Even if the barge size increases again, the *Osage*, (and other 65-foot district cutters) will be able to handle it", said Klingler. "These rivers are always going to be here, and we should plan ahead."

The *Osage* also will be trying out a

new "steamboat jack" system that connects the cutters to their barges. According to LCDR Kevin Jarvis, commanding officer of NESU St. Louis, the connection system will probably be implemented on all Second District 65-foot tenders.

The yard pe-

riod was very successful according to Jarvis.

"There was a good teamwork between the *Osage's* crew, NESU staff, MLC Atlantic and the contractor," said Jarvis. "They all melted together nicely to get the job done".

### Above

Members of Centifonti Shipyard reinforce *Osage's* hull with steel supports

### Left

SA Ray Fenstermaker "cuts in" around *Osage's* hull numbers



## And We're Off D2 Launches TQM Push

The Second District staff was introduced to Total Quality Management April 7, during a morning meeting at the Union Station Hyatt Regency.

The group of 150 experienced a fast-paced program of speakers, learning exercises and a memorable skit that spelled out the principles of TQM and stressed its importance to the Second District and the Coast Guard.

A line of designer awards was presented ranging from ball caps to briefcases. These could be acquired by cashing in points earned while working on Quality Action Teams and Natural Work Groups.



CDR Douglas McFadden works the crowd during the Second District's TQM Kickoff. (Photo by PA2 Robin Ressler)

## NPFC Meets With Industry, CG Personnel

by PA3 Frank A. Dunn

On March 24, 1989 the Exxon Valdez ran aground on Bligh Reef, spilling more than 11 million gallons of North Slope Crude into the waters of the Gulf of Alaska.

Due to the events following the Valdez oil spill, Congress passed the Oil Pollution Act of 1990 to better deal with the clean up of oil spills and other environmental accidents.

OPA 90 set up the Oil Spill Liability Trust Fund and charged the Coast Guard with regulation of the fund.

As a result, the National Pollution Funds Center was commissioned, February 20, 1991, as an independent headquarters unit to handle the trust fund.

"The NPFC's primary mission is to manage the trust fund established in OPA 90," said LCDR Ernest Del Bueno, the external affairs officer and Total Quality Management officer for the NPFC. The fund is used to pay for removal cost and claims for uncompensated damages including natural resource damages.

"We are not a response organization," Del Bueno said. "We arrive on scene to assist the on scene coordinator in obtaining the total cost of the clean up."

**The major components of managing the trust fund are:**

- Certification of financial responsibility for vessels. To obtain certification the vessel owner must provide evidence of ability to pay for clean up and damages caused by potential spills.
- Providing funds for timely removal actions and the estimation of natural resource damages. "A federal trustee with responsibility for the resource damaged may receive money from the 'mother fund' to start an assessment of damage," Del Bueno said.
- Compensating claimants who either were not satisfied by

the settlement from the damaging party, or where no damaging party can be determined.

□ Recovering damage and clean-up cost from pollution. "The money for the fund is used to repair damage caused by oil products and the funds are supplied by the oil industry," Del Bueno said.

On April 2, some members of the NPFC visited the Second District intent on explaining to the members of industry and district personnel what the center is all about.

A morning session was held by with entire visiting party of seven, headed up by RADM Richard Appelbaum, commander of NPFC, and staffed by both military and civilian personnel with many areas of expertise including law, case management, fund administration, public affairs, TQM and vessel certification. In the afternoon, the session broke into training teams that further instructed the mixed audience of Coast Guard personnel, members of industry and members of other services, federal and state agencies.

The day-long visit was filled with opportunities for questions from both the Coast Guard members attending as well as the members of industry.

"As a Total Quality Management organization, our goal is to get out to our customer," Del Bueno said.

According to Del Bueno, every district produced a good turnout of industry to attend the meetings.

"Our biggest obstacle has been trying to get people not to do business the 'old way'. Communication is our best way to overcome the old system," Del Bueno said.

What they are saying to the members of industry is, "here is what we are doing for you," he said "How can we do it better?"

# Fire!

## A little insurance now can keep you from getting "burned" in the future

by RM3 Anthony Fredrickson

The fire that destroyed my apartment happened Dec. 12, a bit after 9 p.m. At the time of the fire some friends and I were at a restaurant a block or so away when someone came rushing in and said the street was filled with smoke. The waitress called the fire department and I went to go see what was burning. I soon found out what it was — MY APARTMENT!!!

Opening the door to my apartment building, I was immediately engulfed by thick black smoke and it was all I could do to retreat to the street and watch helplessly.

Shortly thereafter, the fire department arrived and a neighbor and I watched in a daze as the fire fed itself on our 70-year-old building. Within minutes, smoke was billowing out of my apartment window followed by flames.

Later, I learned that the fire department called in three other neighboring fire departments to help save the buildings on either side of our burning building.

My apartment building was now only a burning inferno on the verge of collapsing. Like a volcano, the intense heat caused the face of the building to explode into the street and sent flames erupting through the roof 30-feet into the air.

Imagine losing everything you have — furniture, appliances, pictures, books, clothing, those knickknacks that you've collected your entire life that brings back memories as well as all your personal records. Now imagine watching the loss of everything you have, knowing all you

have left is the clothes on your back and whatever is in your car.

The cause of the fire was never determined, but was believed to be electrical.

Yes, it's a sad story. I came to Group Upper Mississippi River in February of 1991 and purchased all the necessities for bachelor living. Looking back, I guess the smartest purchase I made when I rolled into town was renter's insurance. That's why I'm writing this article, to get others to realize the importance of renter's insurance. Without it, I would be in a world of hurt.

Renter's insurance is relatively inexpensive. My basic coverage was less than \$100.00 a year, not a bad price for piece of mind. Not only does the insurance cover the replacement of household

items from fire, water and theft, but also protects you from legal actions against you if your neglect causes damage to your neighbor's property.

So you see, renter's insurance not only protects your property, but also your financial future.

If you decide to get insurance, and I suggest you do, listen to the advice your agent gives you, like listing or videotaping all of your household items and keeping your irreplaceable in a safety deposit box. Periodically update your list and coverage as needed.

Since the fire, three others from my unit have purchased renter's insurance. Do yourself a favor and call. I hope no one ever has to go through the experience I did, but it could have been worse.







## Wyaconda "Smokes" Train Fire

by PA3 Rob Raskiewicz

July 8, 1991 wasn't a typical day for the crew of the *CGC Wyaconda*.

Early that morning, 27 Burlington Northern Railroad cars derailed and landed on the towboat *Clyde Butcher* at mile 731.3, on the Upper Mississippi River near Fountain City, Wis. Four of the train's cars, containing lumber, paper and butter, caught on fire.

When the *Wyaconda* was notified of the incident, the cutter was underway to assist within 15 minutes. During the transit to the crash site, the cutter launched its 20-foot work punt to shuttle crucial fire fighting equipment and personnel to the blaze. It also provided the officer-in-charge a chance to meet with on-scene leaders and assess the situation before the cutter arrived.

Once there, the *Wyaconda* provided additional fire fighting gear, a logistics

platform, reliable communications network as well as food, drinks and other comforts to the exhausted fire fighters.

After battling the raging blaze for 18 hours, the fire was declared "out" by the local fire department -- exhausted, they left. Because of the possibility of a reflash, the *Wyaconda* decided to stay — and it was a good thing too! As anticipated, the fire reflash and the crew fought the fire for another two and a half hours before it was extinguished for good.

The crew of the *Wyaconda* was recognized April 19 with the Coast Guard Meritorious Unit Commendation Award for their efforts and actions last July along the banks of the Upper Mississippi River. The award was presented by the District Commander, RADM Norman T. Saunders in Dubuque, Iowa.

# They're Gunning For Ya

## Second District Pair Train And Qualify Entire 22-State Area

by PA3 W. Scott Epperson

The Coast Guard's Second District is unique in many ways — the only cutters are river tenders, there are no SAR stations and there's only one base. Then there are the gunner's mates, both of them.

Gunners Mate First Class Mike Pohl and Gunners Mate Second Class Lance Walton serve 76 units, both active and reserve, within the 22-state area.

Located in the district's armory at Base St. Louis, Pohl and Walton provide arms and training for more than 800 Coast Guard members. They have a little help along the way though.

"I'm the district supervisor", Pohl said. "I have 22 other coaches that work for me as collateral duty small arms instructors." All are reservists.

Each spring Pohl and Walton load up their specially outfitted van they affectionately call "the War Wagon", and hit the road. Their travels take them from Colorado to Pennsylvania, training nearly every MSO and reserve unit in between. It's a tremendous burden.

"When I have people on the range, I think I have, at times, more responsibilities than the district commander", Pohl said.

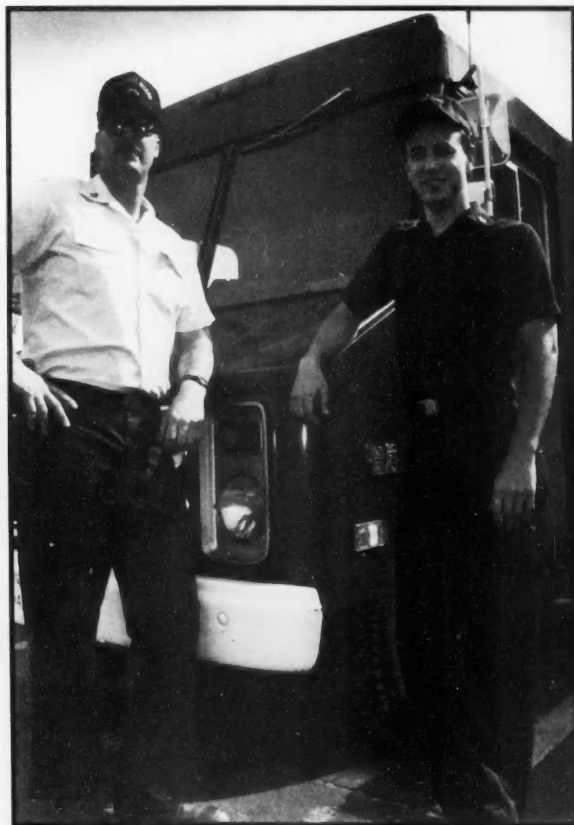
The times of responsibility Pohl refers to is when he trains units in areas such as Pittsburgh when he could have as many as 80 people shooting, loading or standing by.

"I'm responsible for them", Pohl said. "Whether they're shooting or 50 yards away eating lunch they're still my responsibility."

According to Pohl, the dangers involved at the range aren't just the people with weapons — sometimes the range shoots back! Pohl has been hit a number of times from ricochets and shrapnel coming back off the range.

"I got hit in the head once", he said pointing to his hat.

According to Pohl, plans are being made to move the armory



GM1 Mike Pohl and GM2 Lance Walton stand next to the "War Wagon", which they use to transport gear from unit to unit. (photo by PA3 W. Scott Epperson)

to the U.S. Army's Melvin Price Support Center in Granite City, Ill. The new location would centralize both storage and maintenance facilities as well as increase work space.

Transferring to the *CGC Vigilant* in July, Pohl will leave behind a tough but gratifying job and a district of unique proportions, from its cutters right down to its gunner's mates.

# RU Pittsburgh Gets Congressional Award

by PA3 Rob Raskiewicz

Reserve Unit Pittsburgh was recently selected as the Most Outstanding Coast Guard Reserve Unit for fiscal year 1991 by the Reserve Officer's Association.

The Congressional award was presented to CDR Jon Minor, commanding officer of RU Pittsburgh, at the Reserve Officers' Association Headquarters in Washington, D.C. by the Commandant of the Coast Guard, ADM J. William Kime.

RU Pittsburgh was selected for its outstanding efforts to provide the training and support needed by the 93-member unit. Noted was the commitment to activities which enhance readiness and performance in support of the Coast Guard's missions, as well as dedication to the local community.

Members of the reserve unit augment Marine Safety Office Pittsburgh and CGC Osage.

"Support — right now the reservists are conducting about one-fifth of our barge boardings", said CDR Anthony Regalbuto, commanding officer of MSO

Pittsburgh. "They've met and exceeded my expectations in augmentation — we really rely on them."

"The reservists come on board about three weekends a month", said Master Chief Boatswain's Mate Gary Keen, Officer-In-Charge of CGC Osage. "When they're here, we just give them a work list and you can count on it getting done — and done properly. They have greatly increased in their proficiency and adaptability."

"My crew looks at the members of RU Pittsburgh as part of our crew, and I think that's one of the highest complements an active duty unit can give a reserve unit", said Keen.

During the Persian Gulf War, six port securitymen from the Pittsburgh Reserve Unit put their skills and training to use.



**Above**  
Members of MSO Pittsburgh attach two sections of boom during unit training.



**Left**  
Members of RU Pittsburgh and MSO Pittsburgh secure the boom to the shore. (photos by PA2 Robin Ressler)

Reserve Unit Pittsburgh was selected over 251 other reserve units. The award and honors reflect the hard work and professionalism of all the unit's members.

"We have a 'One Coast Guard' concept that not only benefits us, but all the units we augment with and I think we can attribute our success to that", said Port Security Senior Chief Ronald Bogdan, a member of RU Pittsburgh.



RADM Norman T. Saunders with the Honorable William J. Coyne of Pennsylvania. Congressmen Coyne read the award into the congressional record.

## Prior Planning Prevents Petrol Pollution

Early Tuesday morning, June 2, a tank truck carrying motor oil overturned while exiting the Duquesne Bridge in downtown Pittsburgh. The tank ruptured, spilling about 4,000 gallons of the oil into the Monongahela River via a storm drain.

The spill could have been disastrous. Because of a new emergency response plan, 95 percent of the oil was recovered.

Using 200 feet of pre-staged Coast Guard boom, prescribed by OPA-90, the Pittsburgh River Rescue Team was able to contain three quarters of the spill.

Shortly after dawn, most of the oil was contained with a second boom at Point State Park on the Ohio River.

"This amount of recovery is almost unheard of," said LCDR David Eley, executive officer of MSO Pittsburgh.

According to Eley, the Coast Guard approached the river rescue team this past February about storing the boom and other clean-up materials in their new River Safety Center. The close proximity and easy access allowed the boom to be deployed within twenty minutes.



## D2 Team Makes Strong Debut In Brutal River To River Challenge

An eight-person Second District relay team exceeded expectations by covering an 80-mile stretch of hilly Southern Illinois terrain between the Ohio and Mississippi Rivers, April 11, in less than 10 hours. Led by CAPT Lantry, the team included his wife Charlene, CAPT Jim Walker, CDR Lane McClelland, LCDR Arne Denny and LCDR Bob Acker, all of the Second District staff. LCDR Al Peek and LT Steve O'Malley of MSO St. Louis rounded out the squad.

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Ann Arbor, MI 48106

NOV 1987  
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